y was a

Precise Effect of Their Ultimatum to the Workers Not Clear, Because Few Non-Union Men Were Put to Work, but

Doubtful Unions Haven't Struck So Far Though the ultimatum of the Building Trades Employers' Association, by which building was to be resumed throughout with union or non-union men indiscriminately, went into effect yesterday. there was no wholesale resumption of work. Some individual applications for work under the arbitration agreement were made by men in a few of the trades locked out, but there seemed to be some delay

in putting them to work. The only trade in which action was taken on a large scale in filling the places of the strikers was that of the Electrical Workers. According to representatives of the Electrical Contractors' Association, 500 outside applicants appeared for work, and 300 were accepted and individually signed the arbitration agreement and its accompanying pledge.

The board of governors of the employers' association, which, with the emergency committee of the association, was in session all day at the Building Trades Club, passed this resolution:

Resolved. That, as the electricians, tile setters, carpenters, mosaic workers, plast-erers and plumbers have not this day returned to work, all mechanics of these trades signing the General Arbitration Plan and going to work thereunder will be pro-tected in their rights to the fullest extent by the Building Trades Employers' Association There was no change at the Trinity Building, where the strike was still in progress, but arrangements were made

to man this contract in all trades to-day. It will be several days before it can be known whether the fight will end soon by capitulation of the unions or drag on for months. So few new men were put to work yesterday that there could be no test as to whether the unions which were not locked out will agree to go to work

with non-union men.
Bricklayers' Union 7, of which Denis Doris, who led the last strike of bricklayers, is the business agent, voted down a resolution forbidding its members to work with non-union men. Nothing could be learned as to what action other unions which, like the bricklayers' union, are not

locked out will take. Some of the unions in the Building Trades Alliance are shaky about remaining in the Alliance and facing a new fight which may last into the winter. With the consent of the Employing Plasterer's Association, action was deferred yesterday in the case of the Plasterers' Union until the union meets to-night and decides whether it will declare off its strikes and leave the Alliance. James Thompson, president of the Employing Plasterers' Association,

the Employing Plasterers' Association, said last evening to a SUN reporter:
"We have been on very good terms with the union, and have recently raised wages to \$5.50 a day. We will not rush the filling of the strikers' places until the union has had one more chance of considering the case. We had a long talk with a committee of the union, and it was agned that no step will be taken on either side until the union meets to-morrow night. I believe it will decide to go back to work and declare off its strikes."

decide to go back to work and declare off its strikes."

The Building Trades Alliance met yesterday morning in Brevort Hall, but after the meeting the only news given out by the press committee was the announcement that the Alliance was going to "fight to a finish." Chairman Daly denied a rumor that "Diamond Phil" Weinseimer had been asked to resign as president but had refused.

William H. Farley said for the Tile Layers' Union: "Not a single tile layer has returned to work, and will no' return. They can't get the men. There isn't a non-union tile layer in the country."

There were committees of men in various trades at the Building Trades Club all day asking for information about the arbitration agreement and the exact meaning of the ultimatum which went into effect

of the ultimatum which went into effect yesterday. According to the employers they were disabused of the idea that the "open shop" was contemplated.

Lewis Harding, chairman of the press committee of the employers' association,

said last evening:
"It will be a week before we get the new
"It will be a week before to make "It will be a week before we get the new machinery in order, but we expect to make a good start to-morrow. We have encouraging reports from most of the trades. Of the locked out unions we have about 100 new carpenters and are rapidly getting more. It is too early to say what the unions which are not locked out will do. They are working now."

He was reminded that during the fight over the arbitration agreement last year it took a long time to form a new union of housesmiths.

it took a long time to form a new union of housesmiths.

"I don't think the Iron League took the best way of winning the fight with the Housesmiths and Bridgemen's Union," he said. "At least that is my opinion."

Argument was to have been heard by Supreme Court Justice Dickey in Brooklyn yesterday on the application for an injunction restraining the Building Trade Employers' Association from locking out the members of the Tile Layer's Association, but it went over.

but it went over.

but it went over.

"There are strong reasons why this case should be decided to-day," said counsel for the Tile Layers. "This is a struggle between organized labor and the building trade of New York. It must be decided to-day, because the builders' association has notified the Tile Layers' Association that its members will be locked out to-day."

"All the members are locked out now," said counsel with a smile.

Justice Dickey adjourned the hearing

Justice Dickey adjourned the hearing

SEABOARD STOCK TAKES A JUMP. The Road Will Remain Independent, Says Mr. Blair for Its New Owners.

The announcement on Saturday that Thomas F. Ryan and his associates had purchased the Williams-Middendorf holdings in the Seaboard Air Line caused the Seaboard stocks to take a sharp advance yesterday, the preferred running up 3 points to 23 at the opening, and the common 1½ points to 12½.

Boissevain & Co. sent out a statement yesterday in regard to Seaboard, containing the following:

with the vast financial resources at their command to draw upon for the purpose of raising the Seaboard Air Line to the standard of the other commanding railroad systems in the South, we feel confident that the Blair interests will build up the Seaboard property along the best lines to the security holders.

Mr. Blair said that the Seaboard Air Line would continue to remain independent and would not be associated in any way with the other railroad systems in the South. Thomas F. Ryan refused to discuss the deal further. Rumor in Wall Street had it that Mr. Ryan might have recived a large amount of money from ceived a large amount of money from having sold his Metropolitan Securities holdings to the Interborough interests and used the money to carry through the Sashoard deal

Seaboard deal.

BALTIMORE, Aug. 22.—Seaboard Air Line
Railway common and preferred stocks
were the overshadowing features on the
local stock exchange to-day. There was
a rush to buy both issues of stock. Nearly
every broker on the floor had buying orders.
At one time the chairman could not distinguish the bids from the offers, so great
was the noise.

Jack Fish Jumped Into Their Buggy. SUFFOLK, Va., Aug. 22.- The Rev. Isaac W. Johnson to-day vouched for the truth of a fish story in Gates county, N. C., to the effect that Mr. and Mrs. T. A. Eure were crossing a brook between their home and the county seat, when a jack fish, eighteen inches long, jumped into the buggy and was cooked for supper.

GOSSIP OF WALL STREET.

Traders who took positions on the bear

side of the market late last week covered their short contracts on yesterday's recovery in prices and seemed to feel relieved at being or at a nominal loss. Those whose operations for the decline had been on so large a scale as to affect prices in the sessions of Friday and Saturday abandoned the short side because it was plainly to be seen in the first half hour of trading yesterday that the float-ing supply of stocks had not been increased. The leaders of the bear crowd apparently realized that their efforts to dislodge long stocks had failed to produce the desired results, and when they began to retreat. smaller traders covered precipitously. Cov-ering of the latter character was most in evidence during the afternoon, especially in the last hour. It was the opinion of brokers after the close of the market yesterday that a considerable floating short interest had been eliminated. In the loan department there was but a normal borrowing demand for stocks Even Pennsylvania and Steel pre-ferred seemed to be more plentiful.

A larger proportion of the selling on Friday and Saturday of last week must have been for the short account than those observing it supposed to be the case. It was said vester day that a lot of Saturday's selling had been of Western origin. This Western element and a local contingent sometimes referred to as the "uptown crowd" were perhaps the heaviest buyers yesterday for the short ac-count, and little if any of this covering was done at a profit. The scarcity of stocks for sale was the feature of the market most commented upon by professional onlookers. While this condition exists the long side will doubtless be the more attractive to the trading element, because, within certain limits, it will be easier to put stocks up than to put them down. That, at least, was the experience of professional operators yes-terday.

It is the verdict of conservative observers who have studied existing speculative con-ditions closely that there is not likely to be any serious decline until something occurs to start a genuine selling movement. are divided in their opinions as to how the market would take a volume of real stocks. but they are of one accord in saying that prices cannot be more than temporarily depressed by short selling alone, so long as present conditions continue. It was evident yesterday that the heavy selling of Steel preferred on Saturday, 10,000 shares by one operator, had not increased the floating supply of that stock. It was one of the strong features of the market yesterday, advancing 114 per cent. on a comparatively small volume of transactions. The stocks on which operations for the decline had largely converged notably Steel preferred, Atchison, St. Paul Southern Pacific and Pennsylvania, were the stocks most easily advanced on the short interest yesterday.

"They are too mu ch for me, "said a Stock Exchange operator after the close yesterday, who was supposed to have covered a large line of short contracts during the day 'It seems that sensational advances in cereal prices do not constitute a bearish influence upon the stock market, but a moderate reaction in wheat is a sufficient pretext for builing stocks aggressively. We had the news this morning that an American squadron on the other side of the world was cleared for action, steam up and gun sights raised. and our stock market opened up strong and advanced steadily throughout the day. news alone would have been enough under normal conditions to give the stock market a severe shock. Think what might have happened if an American gun by some accident had been let off in the midst of peoples who are already war mad! I know of old operators who sold stocks in London this morning be fore the opening of our market on this foreign news, and they had to buy their stocks back in this market later at a loss. The secret in this market later at a loss. The secret of the market's strength is that the stocks are not there. If you should ask me where the stocks are I couldn't tell you. All I know is that they are not in the market when you want them. Here this morning you saw important stocks advance % and % between sales of 200 and 300 shares each, and then in the afternoon you saw transactions of 1,000 to 3,000 shares in those same stocks on fluctuations of each 1/2 per cent. To-morrow, unless conditions change, you will find it difficult to cover 500 shares in any one of those stocks without bidding the market up at your own expense.

The leader of the market in point of activity, and for other reasons the most con-spicuous feature of the day's trading, was Southern Pacific, which enjoyed a maximum advance of 2 per cent. and closed within per cent. of its highest price. This was advanced yesterday to a new high point for this general movement. Its previous high price was 56%. It sold yesterday at 57. Other stocks which recovered to within fractions of their previous high prices were Union Pacific, St. Paul, Atchison and Reading common. Pennsylvania repeated its high price of 124%. There are those who predict that the market will not be carried above the high price level on which last week's distribution occurred unless the bull forces are prepared to go further with the campaign. At an advance of 1 or 2 per cent. from the previous high level the bull party, they say, would probably have to repurchase a good many stocks that have already been distributed. Southern Railway advanced fractionally over its previous high price for this movement.

Before the bulge in Southern Pacific in the last hour, when the stock was selling at 56%, a board member discovered that there were but 1,000 shares for sale between 56% and 57. He reported this fact to his house as illustrating the scarcity of stocks. The same fact served subsequently to illustrate how in this market the volume of trading in a very scarce stock can be increased phenomenally. At 56% the trading in Southern Pacific began to increase abruptly. The transactions at that one price amounted to 8,600 shares. At 56% nearly 2,000 shares were traded in, and at 57 the first transaction was one of 500 shares. In the last five minutes of trading nearly 7,000 shares more were bought and sold at 56% and 57. The stock's 18,000 shares, and when the stock was selling at 56% there were but 1,000 shares for sale between 56% and 57.

Speculative sentiment was greatly influenced yesterday by the discovery that Southern Pacific and Union Pacific were re-Southern Pacific and Union Pacific were re-ceiving support and stimulus from the same sources as formerly. The same banking in-terests were believed also to be more active in the general market. A good deal of miscel-laneous buying was attributed to them. It was evident at the opening of the market that supporting orders had been freely sup-plied by the large bull interests. Various houses having important banking connec-tions appeared as buyers in the forenoon Hallgarten & Co. bought between 12,000 and 15,000 shares of different stocks. It was this house that started the buying movement in Southern Pacific. It was reported also to be a buyer of Atchison, Southern Railway and Rock Island.

If a petition to close the Stock Exchange on the Saturday preceding Labor Day is not started this week it will be too late, Many lovers of an extra holiday are beginning feel apprehensive.

At 2 o'clock the market was "tipped" fo a bulge in the last hour, and the demonstra-tion that followed fulfilled all expectations The stocks that figured most prominently in it were Amalgamated Copper, Steel pre-ferred, Pennsylvania and Southern Pacific, in about the order named, Southern Pacifi having its bulge in the last ten minutes o trading. In each of these stocks the volume of transactions increased heavily on the advances. The first transaction in Steel pre-ferred at 59 was one of 1,900 shares.

Pittaburg houses have been buying Steel Pritts Discontinuous naves been buying of preferred on weak spots for about ten days.

Opinion is divided as to whether this buying represents covering of mort contracts for Pittsburg account or whether, owing to the importance attached to their operations, the importance attached to their operations at the importance attached to the importance attached to

so called Pittsburg houses have been in-trusted with supporting orders in the stock. It is understood that Pittsburg is still bearish on Steel preferred, and it is probably short

A 2:30 o'clock yesterday afternoon the customers' room of one of the big Western wire houses, which but half an hour previously had been filled with clients, was found entirely deserted by a casual visitor, whe ventured to ask what had become of all the clients he had seen there but a short time before. "The grain market's closed," replied the head of the house laconically. "That shows where the interest is."

WHEAT AT \$1.17.

Price for Delivery in May Goes Up in Chicago-Flour Higher.

CHICAGO, Aug. 22.-Owing to alarm at the approach of a cold wave in the Northwest there was a scramble for the small offerings of wheat at the opening of the market to-day, and wheat for September delivery sold as high as \$1.12 and for delivery next May at \$1.17. Later the demand fell off and May wheat then dropped to \$1.14, or three cents below the highest at the opening. May wheat dropped back gradually to \$1.1214, but recovered some and at the close was worth \$1.13%. The last quotation showed a loss for the day as compared with the final figures of Saturday of 21/2 cents a bushel.

As a result of the bull campaign in wheat wholesale prices of flour have risen from 20 to 80 cents a barrel. Many millers and bakers believe the reports of damage done to spring wheat are much exaggerated. Flour prices are about \$1 a barrel more than those of last year at this time.

WHISKEY IN HIS TROUSERS LEG. Small Boys Caught Rummaging a Whole-

sale Liquor Store. As Policeman Mahan was passing the wholesale liquor store of L. W. Mack, 505 West Broadway, early yesterday morning, he saw the trap door to the basement pushed open from below and a small head pop out. The cop made a dive, and grabbing the head before it disappeared, succeeded in pulling out about four feet of small boy. "What are you doing here, sonny?" asked Mahan.

"Oh, jist lookin' fer sticks to play cat

wid." "Any more like you down there?"

"Yep. Hey, Mike!" Up came another head, and the cop took ossession of that. Not knowing how many more there might be, he stood on the door and rapped for aid. Two more boys were found. The four were Mike Covello, 15 years old, of 145 Sullivan street; Antonio Montali, 12 years, of 500 West Broadway; Pasquale Dedigiems, 10 years, and Nico Mello, 14 years, both of 506 West Broadway. The police discovered that three doors had been broken open, apparently with an iron bar. The boys had run the elevator up to the top floor of the building, but had not been able to get into any other floors. Eighteen flasks of whiskey, a safety razor and several packages of cigarettes were missing. At the Mercer street station house seven flasks of whiskey were found hidden in Covello's trousers leg.

The boys were arraigned before Justice door and rapped for aid. Two more boys The boys were arraigned before Justice Wyatt in the Children's Court. Mello was allowed to go and the other three were remanded for sentence on Thursday.

PUT STONES ON THE TRACK. Boy Tramp's Scheme to Stop a Train and

Secure a Ride. SOUTH NORWALK, Conn., Aug. 22 .- Because Abraham Cohen, a boy tramp whose home is in Philadelphia, wanted to get a ride on a train on the New Haven railroad he placed a bagful of stones and railroad spikes on the eastbound track, 600 feet

west of the station here last night, just

before the arrival of the 9:05 o'clock exengineer on the westbound track saw the obstruction and notified the tower men. Cohen was arrested and confessed. He said he knew of no other way to stop the train. He intended to crawl on to the trucks while it was stopped. This he could not do at the station, for he would have been observed. He was held for the Su-perior Court on bonds. He is only 16 years old.

West Virginia Coal Men Busy.

WREELING, W. Va., Aug. 22.—The stagna-tion which has held the Norfolk coal fields in its grasp has begun to disappear. Every day this week will find a thousand additional men put to work. The demand for coal is taken to mean that there is a remarkable increase of general business.

MARINE INTELLIGENCE.

MINIATURE ALMANAC-THIS DAY. Sun rises....5:16 Sun sets.... 6:50 Moon rises. .3:00 RIGH WATER-THIS DAY Sandy Hook .5:49 | Gov.I'd 6:21 | Hell Gate.... 8:14

Arrived-Monday, Aug. 22 Minnetonka, London, Aug. 13. Potsdam, Rotterdam, Aug. 13. Vaderland, Antwerp, Aug. 13. Syracusa, Santos, July 30. Byron, Santos, July 30. Ss Byron, Santos, July 30.

Ss Mantangas, Tamploo, Aug. 12.

Ss Adirondack, Port de Paix, Aug. 6.

Ss Zulia, Marcalbo, Aug. 13.

Ss Frutera, Port Maria, Aug. 16.

Ss Trinidad, Bermuda, Aug. 20.

Ss Tyr, Pilley's Island, Aug. 16.

Ss Comus, New Orleans, Aug. 17.

Sa City of Memphis, Savannah, Aug. 18.

Ss Concho, Newport News, Aug. 81.

Ss Manna Hata, Baltimore, Aug. 21.

ARRIVED OUT. Ss Pringess Alice, from New York at Cherbourg. Ss Kalser Wilhelm der Grosse, from New York at Cherbourg. Ss Minneapolis, from New York at London.

BAILED FROM FOREIGN PORTS. Ss Belgravia, from Dover for New York.

	OUTGOING STEAMSHIPS.	
1	Sall to-day.	
	Malls Close.	Vessels Sail.
٠	Kronpring Wilh'm, Bremen 9 30 A M	1 00 P M
ď	Aurania, Liverpool	12 00 M
	Statendam, Rotterdam 7 30 A M	10 00 A M
1	Valencia, Hayti 9 30 A M	12 00 M
,	l'inance, Colon 9 30 A M	1 00 P M
	City of Atlanta, Savan'h Princess Anne, Norfolk	3 00 P M
	Princess Anne, Norfolk	3 00 P M 3 00 P M
. 8	El Dorado, Galveston	3 00 P M
	Sall To-morrow.	
	Oceanic, Liverpool 1 30 P M	5 00 P M
	Lombardia, Naples 8 80 A M	11 00 A M
	Queensborough, Argent's. 100 P M	3 00 P M
	Maracas, Grenada 10 00 A M Comus, New Orleans	12 00 M
		12 00 M 3 00 P M
•	Arapahoe, Charleston	3 00 P M
	Arapahoe, Charleston Jefferson, Norfolk	3 00 P M
	Sall Thursday, Aug. 25.	9 00 F M

		10 00 A M
	Mongolian, Glasgow	10 00 A M
	Bluecher, Hamburg	10 00 A M
	Esperanza, Havana 8 00 A M	11 00 A M
	Matangas, Tampico 12 00 M	3 00 P M
П	Maranhense, Para 12 00 M	8 00 P M
	Uller, St. Kitts 12 00 M	3 00 P M
١,	Caribbee, St. Thomas 12 30 P M	8 00 P M
	City of Memphis, Sav'n'h	8 00 P M
,	Monroe, Norfolk	8 00 P M
٧	Pl Monte, Galveston	3 00 P M
S		
Н	INCOMING STRAMSHIPS.	
H	Due To-day.	
'	Sicilian PrinceNaples	July 31
,	Fl Monte	Aug. 16
	AdvanceColon	Aug. 17
	Georgie Liverpool	Aug. 18
	Laurentian	Aug. 13
	Hilary Para	Aug. 11

1-	Jefferson, Norfolk	3 00 P M	1
It	Sall Thursday, Aug. 25.		i.
t	La Lorraine, Havre 7 00 A M	10 00 A M	П
)-	Barbarossa, Bremen Mongolian, Glasgow	10 00 A M	1
18	Mongolian, Glasgow	10 00 A M	ı
-	Bluecher, Hamburg 8 00 A M	10 00 A M	1
	Esperanza, Havana 8 00 A M	11 00 A M	ı
1.	Matangas, Tampleo 12 00 M Maranhense, Para 12 00 M Uller, St. Kitts 12 00 M	3 00 P M	1
d		3 00 P M	1
8	Caribbee, St. Thomas. 12 20 P M	8 00 P M	1
n	City of Memphis, Sav'n'h-	8 00 P M	
e	Monroe, Norioik	3 00 P M	1
d	Pl Monte, Galveston	3 00 P M	i
4			1
w	INCOMING STRAMSHIPS.		ı
	Due To-day.		L
	Sicilian PrinceNaples		1
t	Fl Monte	Aug. 16	1
y	Advance	Aug. 17	
0	Georgie Liverpool Laurentian Glasgow		L
	HilaryPara	Aug. 11	1
	Lampasas	Aug. 17	1
r	Rio Grande Brunswick	Aug. 20	1
-	Friedrich der Grosse Bremen	Aug. 18	L
8.	Due To-morrow.		1
	Prinzess Irene	Aug 11	1
y	Teutonic Liverpool	Aug. 17	
•	Graf Waldersee Hamburg	Aug. 13	1
3,	Sicilia	Aug. 10	1
c	El Rio	Aug. 18	1
t	IroquoisJacksonville	Aug. 21	1
e	Due Thursday, Aug. 25.		1
	Deutschland	Aug. 18	1
	Citta di Napoli	Aug. 10	1
•	Frieda	Aug. 10	1
	MaravalTrinidad	Aug. 17	1
	Due Friday, Aug. 28.		1
1	Pring Oskar Naples	Aug. 19	1
١.	City of ColumbusSavannah El DiaNew Orleans	Aug. 24	1
			1
-	Due Saturday. Aug. 27.		1
	Calife	And to	1

The Venezuelan Controversy Seizure of Bermudez Asphalt Lake

PUBLIC NOTICE is hereby given to

all ship owners, shippers, shipping agents and other persons, that the NEW YORK AND BERMUDEZ COMPANY, owner of BERMUDEZ LAKE, in the State of Bermudez, in the United States of Venezuela, from which the Company was wrongfully dispossessed on the twenty-second day of July, 1904, will hold responsible in damages, ALL PERSONS WHOMSOEVER, who, during the period when BERMUDEZ LAKE may continue in the wrongful possession of others shall, at any time or place, receive, transport, deliver or dispose of, or be directly or indirectly concerned in receiving, transporting, delivering or disposing of any asphalt taken therefrom by persons other than the Company's agents and em-ployes; or who are or have been concerned, or in any way implicated as par-ties or accessories in the proceedings resulting in such seizure, and any subsequent unlawful traffic in the Company's property.

NEW YORK AND BERMUDEZ CO., CLYDE BROWN, Secretary. Philadelphia, Pa., August 22d, 1904.

OCEAN STEAMERS. GREAT REDUCTION IN RATES
BY THE FOLLOWING LINES:
First class, \$40: second class, \$30 and upward, according to the Line, Steamer and Accommodation.

PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Salling Saturdays. 9:30 A. M., Pler 15, N. R.
New York... Aug. 27 | Philadelphia... Sept. 10
St. Paul.... Sept. 3 | Germanic... Sept. 17 ATLANTIC TRANSPORT LINE.

MESABA SEPT. 10, 6 A. M.

RED STAR LIME.

NEW YORK—ANTWERP—LONDON—PARIS.
Calling at Dover for London and Paris.
Salling Saturdays at 10:30 A. M., Pier 14, N. R.
Vaderland Aug. 27 Zeeland. Sept. 10

Kroonland Sept. 3 Finland. Sept. 17

SPECIAL NOTICE—The large new twin-screw steamships of the Red Star Line will call at Dover, England, both East and West bound.

FROM NEW YORK.

REPUBLIC ... Oct. 20, Dec. 1, Jan. 14, Feb. 28

CRETIC ... Nov. 3, Dec. 12, Feb. 4, Mch. 18

ROMANIC ... Sept. 17, Oct. 29, Dec. 10, Jan. 28

CANOPIC ... Oct. 8, Nov. 19, Jan. 7, Feb. 18

Passenger Omces, 9 Broadway.

Freight Omces, Whitehall Bidg., Battery Place.

CUNARD LINE

To Liverpool, via Queenstown.
From Piers 81-52. North River.
Lucania...Aug. 27, 7 AM [Etruria ... Sept. 17, 10 AM Umbria...Sept. 3, 10 AM Lucania... Sept. 24, 5 AM Campania. Sept. 10 6 AM Umbria....Oct. 1, 10 AM Saloon rates from New York, \$50; Second Class, \$30 upward, according to steamer and accommodation.

Tuesday Service.

Aurania ... Aug. 23, noon [Carpathia... Sept. 6, noon Modiferranean-Adriatic Service. Mediterranean-Adriatic Service.
New (1904) SLAVONIA, 10,005 tons.
Twin-Screw S. S. ULTONIA, 9,000 tons.
Twin-Screw S. S. ULTONIA, 9,000 tons. Twin. Screw S. S. ULTONIA, 9,000 tons.
Ultonia...Aug. 39, noon Pannonia, Sept. 27, noon
Slavonia...Sept. 18, noon Ultonia....Oct. 18, noon
Apply 29 Broadway, New York.
VERNON H. BROWN, General Agent.

Hamburg-American.

FOR PLYMOUTH, CHERBOURG, HAMBURG, †Bluecher, Aug. 22, 10 AM, †Deutschland, .Sept. 1,9AM, Pretoria, Aug. 27, 6 AM, *Waldersee, .Sept. 3, 11 AM, *Grillroom and †Gymnasium on board, jWill call at Dover for London and Paris. Mediterranean Service.

New York—Naples—Genoa. By superb New Twin-Screw Steamers. First Cabin, \$60 and \$75 Upward. According to Season.

HAMBURG-AMERICAN LINE.

Offices, 35 and 37 Broadway. Plers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.

OELRICHS & CO., 5 Broadway, N. Y. OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Heach st., every week day at 8 P. M. H. B. WALKER, Vice-President & Traffic Manager.

HOLLAND-AMERICA LINE

New Twin Screw Steamers of 12,500 Tons. NEW YORK-ROTTERDAM, via BOULOGNE, Salling Tuesday, at 10 A. M. Statendam ... Aug. 28 Ryndam ... Sept. 13
Potsdam ... Aug. 30 Noordam ... Sept. 20
Rotterdam ... Sept. 6 Statendam ... Sept. 27 Holland-America Line, 39 B'way, N. Y.



FELL IN FIT INTO PELHAM BAY. Three Hours Work Fails to Resuscitate

Little Vincent Bonnell. Despite efforts to resuscitate him on the

part of an ambulance surgeon, two medical students, a Coroner, a life saver and a policeman, seven-year-old Vincent Bonnell, who fell into Pelham Bay from the City Island pier yesterday, died. The boy, who is subject to epileptic fits, had been staying with his family at Pedro's Hotel on the island. He was seized with a fit while playing on the

pier.

John Smith of the City Island life saving corps took the child out unconscious. Then he jumped into a boat and rowed over to Hunter's Island, where he knew a number of students from the College of a number of students from the College of complete. Physicians and Surgeons were camping. Two of the latter, William Heinz and John Heim, returned with him in the boat. Heim, returned with him in the boat.

While they worked over the boy Policeman Booth ran up, and he summoned an ambulance from the Fordham Hospital. It arrived with Dr. McGowan forty minutes later. Meanwhile the two students had been joined by Coroner Berry, who with his family is spending the summer on the island. By the time the ambulance surgeon arrived the boy's parents had reached the dock.

Spurred on by the frantic appeals of young Bonnell's mother, the entire force worked unceasingly over the unconscious youth for three hours. Then Dr. McGowan said that further efforts would be futile, as the child was beyond all medical power.

The Bonnells live in this city at 4053 Park avenue.

BEATEN BY WALKING DELEGATE. Troubles of the Franklin Association of Pressmen Taken Into Court.

John J. Crimmins, secretary of the Franklin Association, a branch of the pressmen's union; was complainant in the Tombs police court yesterday against George F. Kenney, the walking delegate of the union, whom he charged with assault. Magistrate Moss, after hearing part of the evidence, post-poned the case until Sept. 9.

The alleged assault was committed in the rooms of the Franklin Association at the rooms of the Franklin Association at 31 City Hall place on Aug. 10. Kenney had accused Crimmins of "knocking down" \$5 and Crimmins had demanded an investigation to vindicate his character. The night in question a committee of eight from the union assembled to go into the matter.

Before the proceedings were begun, Crimmine called Kenney a name and then Kenney, it is alleged, gave Crimmins a punching which he will never forget.

STEAMBOATS.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M. (Saturday 1:45 P. M.); W. 22nd St., 3:30 P. M. (Saturdays 2 P. M.); 129th St., on Saturdays only, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburg, New Hamburg, Milton, Poughkeepsle, Esopus, Rondout and Kingston. Orchestra on board.

BOSTON AND POINTS IN NEW ENGLAND PALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 5:30 P. M. PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and PILGRIM. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. NORWICH LINE for New London, Block Island, Stonington, Watch Hill, Narragansett Pier, Worcester, Boston, North and East. Strs. CITY OF LOWELL & CHENTER W. CHAPIN. Lve. Pier 40, N. R., ft. Clarkson St., week days only 6:00 P. M. NEW HAVEN LINE for New Haven. Springfield and North. Week days. Steamer RICHARD PECK Ivs. Pier 20, E. R., 9:30; foot E. 31st St., 10:00 A. M.; return, due New York, 8:45 P. M.

Tickets and staterooms all Lines, at 11s, 261, 678, 1185, 1354 Broadway, 25 Union Square, 182 5th Avenue, 245 Columbus Avenue, 273 W. and 185 E. 125th Street, New York; 4 Court, 860 Fulton Street, 850 Broadway, Brooklyn, and at Piers.

BY SEA TO MAINE

ON THE FAST MODERN STEAMERS OF THE MAINE STEAMSHIP CO., PORTLAND LINE,

IS A COOL, REFRESHING SHORT OCEAN VOYAGE. White Mountains, Bar Harbor, Halifax, easily reached from Portland.

Illustrated descriptive booklet containing list of tours, summer boarding houses and hotels in this healthful territory free at ticket office, 290 Broadway, cor. Reade St., and Pier (New) 32, East River, New York, or by mail. Telephone, 1200 Orchard.

Catskill Evening Line.

For Catskill and Catskill Mountain points, Hudson and the Berkshires, Coxsackie and way landings. Steamer KAATERSKILL or ONTEORA week days, 6 P. M., from Christopher St., 7 P. M. from West 129th St. Extra boat (ONTEORA) Saturdays, 1:30 from Christopher St., 1:50 from West 129th St., for Catskill, Hudson, by annex, and Malden. Special trains for Cairo, Palenville, Otis Summit, Haines Corners and Tannersville, Dining Rooms on Main Deck.

NEW YORK—ALBANY
New C. W. Morse, Salling even
dates in August, and Adirondack.
ALTERNATING DAILY AND SUNDAY.
SPLENDID ACCOMMODATIONS. ORCHESTRA.
Leave Pier 32, N. R., foot of Canal St., 6 P. M. Direct rail connection at Albany with express trains to all points. Send for C. W. Morse Souvenir, 10 stamp. Excursion Booklet, 2c. stamp.

TROY LINE. Str. "City of Troy" or "Saratoga" leaves Pier 46 N. R., West 10th St., Dally (except Saturday), at B. P. M. Sunday — STEAMERS TOUCH AT AL-BANY. Direct raliroad connections made at Troy for all resorts North and East. Phone 1208—Spring.

Dining-rooms on Main Deck. Searchlight. Excursion, Troy, \$2.50. Saratoga, \$4.50. Lake George, \$6.30. Wilmington, Vt., \$5.60. Send for Booklet Excursion Tours.

PATTEN LINE

60c.—LONG BRANCH AND BACK—50c.
60c.—ASBURY PARK AND BACK—60c.
WEEK DAYS.
Leave Bloomfield St., N. R. (3 blocks below W. 14th
St. Ferry), 8:00, 8:55, 11:00 A. M., 2:40 P. M.
Lv. Battery, 8:35, 9:20, 11:30 A. M., 3:10 P. M.

BOSTON, \$3.00. (DIRECT STEAMERS.)

Rronprinz.Aug. 23, 1 PM Kronprinz..Sept. 20, 1 PM R.Wm.II. Sept.6,12:30 PM K.Wm.II. Oct. 4, 11 AM PROVIDENCE, \$2.00. Every weekday Raiser. Sept. 13, 10 AM Kaiser. Oct. 11, 10 AM Raiser. Sept. 13, 10 AM Kaiser. Oct. 11, 10 AM Raiser. Sept. 13, 10 AM Kaiser. Oct. 11, 10 AM Raiser. Sept. 13, 10 AM Kaiser. Oct. 11, 10 AM Kaiser. Oct. 11, 10 AM Raiser. Sept. 13, 10 AM Kaiser. Sept. 14, 10 AM Kaiser. Sept. 15, 10 AM JOY LINE. Salling from Pier 35, East River, foot Catharine St. BLOCK ISLAND, ORIENT, GREEN-

PORT. SHELTER ISLAND AND SAC HARBOR. VIA MONTAUK STEAMBOAT CO.'S LINE.
From Pler 13, E. R., N. Y., near Wall st., week days except Saturday, 6:30 P. M.; Sat., 1 P. M. Mondays, extra trip 8:00 A. M., for Sag Harbor.

HARTFORD LINE. From New Pier 19, East River, foot of Peck Silp, daily, except Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated folder.

PROPOSALS. PEOPOSALS.

PENNSYLVANIA CENTRAL BREWING
COMPANY.

FIDELITY TRUST COMPANY. Trustee under
the Mortrage of the Pennsylvania Central Brewing Company, dated October 25, 1897, INVITES
PROPOSALS for the sale to the said Trustee of
all or any part of One hundred thousand dollars
(\$100,000) of Bonds secured by the said Mortrage;
proposals to be addressed to the said Mortrage;
proposals to be addressed to the said Trustee at
its office, Nos. 325-331 Chestnut street, Philadelphia,
to be opened and acted upon on Thursday, the
list day of September, at 12 M.

Philadelphia, August 19th, 1904.

PROPOSALS will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 12 o'clock noon, September 18, 1904, and publicly opened immediately thereafter, to furnish at the Navy Yard, New York, about 15,000 yards navy blue fiannel, 54 inches wide, thin quality. Elank proposals will be furnished upon application to the Navy Pay Office, New York, H. T. B. HARRIS, Paymaster General U. S. N. 8-10-04.

eral U. S. N. 8-10-04.

PROPOSALS FOR GUN CARRIAGES—Ord. Office. War Dept., Washington, D. C., Aug. 13, 1904.—Sealed proposals, in duplicate, will be received here until noon, Sept. 13, 1904, and then publicly opened, for supplying Ord. Dept., U. S. Army, with 20 3-inch field carriages, 164 field caissons, and 398 field limbers, all model of 1902. Bids will be received for all or for part of the foregoing. Information furnished upon application to Maj. A. H. RUSSELL, Acting Chief of Ord. U. S. ENGINEER OFFICE, Galveston, Texas, Aug. 23, 1904—Scaled proposals, in triplicate, for Improving Harbor at Brazos, Santiago, Tex. will be received here until 1 P. M., Sept. 22, 1904, and then publicly opened. Information furnished on application. EDGAR JADWIN, Capt. Engrs. U. S. ENGINEER OFFICE, Galveston, Tex., July 25, 1904—Scaled proposals, in triplicate, for construction of sea wall at Galveston, Tex., will be received here until 1 P. M., August 24, 1904, and then publicly opened. Information furnished on application. EDGAR JADWIN, Capt., Engrs.

PUBLIC NOTICES. NOTICE.

The Union National Bank of Weymouth, located at Weymouth, in the State of Massachusetts, is closing up its affairs, its corporate existence having expired at the close of business on the twenty-sixth day of July, 1904.

All note holders and other creditors of said Association are therefore hereby notified to present the notes and other claims against the Association for payment.

ENRY A. NASH, JR.,
Cashier. Dated July 28th, 1904.

EXCURSIONS.

New Jersey Central Route New Jersey PromPler 8, Peet Resorts Resorts, N. R.

WEST POINT. NEWBURGH & NEW YORK, ONTARIO & WESTERN RY

EXCURSIONS.

TRON STEAMBOAT CO. CONEY ISLAND They cannot burn:

LANDING at the centre of the great
new and stellar attractions.

STEEPLECHASE PARK LUNA PARK and Round Trip STEBPLECHASE PARK Tickete 800. Free Rides in Electric Busses from Pier Walk to Steeplechase Park for holders of 25 cent combina-tion ticket.

tion ticket. SPECIAL TO-DAY.

Leave 129th St., North River, 9.40, 10.40, 11.40 A. M., 12.40, 7.40 P. M.

Leave foot 22d St., North River, 9.00, 10.15, 11.15 A. M., 12.15, 1.15, 2.15, 8.15, 4.00, 5.00, 6.00, 7.15, 8.20, 9.00 P. M. 0.00 P. M.

Leave Pier (New) No. 1 | Half hour later
North River. | than foot 22d St.

Leave New Iron Pier, Coney Island, 10:40, 11:55
A. M., 12:55, 1:55, 2:55, 3:55, 4:55, 5:40, 6:40, 7:40, 7:40, 8:55, 10:00, 10:40 P. M.

Returning from Coney Island trips marked go to 129th St., N. R.

STEAMER TAURUS will make trips every day TO FISHING BANKS, Leave E. 31st St. 7:30 A. M.; Pier (New) No. 1 N. R., 8:20 A. M. Balt and tackle on board. Fare: Gentlemen, 75c.; Ladles, 50c.; Children, 25c. "THE NEW YORK WORLD'S FAIR."



ROUND BOATS 25 TO CONEY ISLAND. Including Admission to DREAMLAND Four largest steel steamers afloat, including the "Dreamland," "St. John's," "Grand Republic," and "Roscdale."
Leave W. 128th St. every hour, 9 A. M. to 8 P. M. Leave W. 22d St. hourly on the half hour, 9:30 A. M. to 8:30 P. M. Leave Battery Landing (South Ferry) every hour, 10 A. M. to 9 P. M.
Last boat leaves Dreamland 11 P. M.
Round trip from W. 129th st. 30 cents.

Round trip from W. 129th st., 30 cents. Round trip from W. 22d st. and Battery, 25 cents. SI.00 EXCURSIONS EVERY SUNDAY ERIE RAILROAD

SHOHOLA CLEN. River. Express trains leave W. 28d St. 8.55 and 9.28; Chambers St. 9.00 and 9.20; Jersey City 9.15 and 9.45 A. M. Returning, leave Shohola 4:80 and 5.15 P. M. GREENWOOD LAKE GLENS \$1.00-or, with Dinner at Casino, \$1.50. Special express train leaves West 23d St. 9.40. Chambers St. 9.45, Jersey City 10.00 A. M. Return-ing, leave Glens 5.00 and 6.55 P. M.

Via B. R. T. ELEVATED TRAINS: Leave Brooklyn side of Bridge 8.50, 9.15 a. m., and half hourly from 4.40 to 6.40 p. m. Leave N. Y. (Park Row) half hourly from 9.86 a. m to 3.36, and 4.01 p. m. and 7.06 to 10.36 p. m. Sep-arate table Saturday. Via 39TH ST. (BROOKLYN) FERRY: Leave Whitehall st. 7.00 a. m. and every 40 min-utes to 9.40 p. m.

A Trip on The "Seeing New York" Steam Yacht.

ENCIRCLING MANHATTAN ISLAND
Leaves foot of West 23d St. (Albany
Day Line Pier) at 10 A. M. and 2:30 P. M.
Dally and Sunday. Round trip,
S1.00. Expert lecturer points out a
thousand points of interest en route. Seeing New York Automobiles.
ONLY Starting Point Fifth Ave.
side Flatiron Building.



ROCKAWAY BEACH

VIA LONG ISLAND RAILROAD. VIA LUNG ISLAND RAILROAD,
Trains leave N. Y., foot E. 34th st., week days,
5 40, 6:20, 8:20, 9:20, 10:30, 10:50 A. M.; 12:50 (1:20
Saturdays only), 1:50, (2:20 Saturdays only), 2:50
(3:30 Saturdays only), 1:30, (2:30, 6:40, 7:20, 8:00, 9:20
(9:50 Saturdays only), 10:30 P. M., 12:00 midnight. Deep Sca fishing daily, Al. Foster's iron steamer Angler. Fare, 75c.; ladies 50c. Leaves 22d st., E. R., 7:17 A. M.; Eattery Landing, 8:08. RAILROADS.

NEW YORK, NEW HAVEN & HARTFORD R. R.

NEW YORK, NEW HAYEN & MARTFORD R. R.

Trains depart from Grand Central Station, 42d
St. and 4th ave., as follows, for:
BOSTON, via New London and Providence—†5:00,
110:00, *110:00? A. M., 11:100, *111:00, *18:00,
110:00, *110:00? A. M., 11:100, *111:00 P. M.
BOSTON, via Willimantic—†18:00 A. M., 12:00 P. M.
BOSTON, via Springfield—†9:00 A. M., 12:00, *4:00,
*11:00 P. M.
WHITE MOUNTAINS, ST. ALBANS and QUEBEC
—16:8:40 A. M., 19:00 P. M.
PORTLAND and BAR HARBOR—†68:00 P. M.
FITCHBURG, via Willimantic, Putnam and Worcester—†6:8:00 P. M.
GREAT BARRINGTON, STOCKBRIDGE, LENOX,
PITTSFIELD—15:00, †60:15 A. M., 16:02, 52 P. M.
WATERBURY and WINSTED—†5:00, 16:00

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sts. 18:00 A.M.—For Binghamton and Syracuae.

*10:00 A.M.—For Buffalo, Chicago and St. Louis.

*11:00 P.M.—Pocono Mt. Special.

*14:00 P.M.—For Buffalo and Chicago.

*6:10 P.M.—For Buffalo and Chicago.

*8:45 P.M.—For Buffalo and Chicago.

*2:00 A.M.—For Buffalo, Syracuse, Richfield Sp'gs.

*2:00 A.M.—For Chicago—Sleepers open at 9 P. M.

Tickets, 149, 429, 1183, 1434 Broadway, N. Y., 330

Fulton st., Brooklyn. *Daily. †Except Sunday.

*Thursdays, Fridays and Saturdays.

POUGHKEPSIE

UP THE PICTURESQUE HUDSON.
Grand Daily Outings (except Sunday)
By Palace from Day Line Steamers
"NEW YORK" and "ALBANY."
"New York Postroses St. Pier. 8:40"
"West 22d St. Pier. 8:40"
"West 22d St. Pier. 8:40"
"West 22d St. Pier. 9:00"
"West 120th St. Pier. 9:00 P.M. 9:00 P

RAILROADS.

"AMERICA'S GREATEST RAILBOAD." NEWYORK A HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE

THE SIX-TRACK TRUNK LINE

VIA NIAGARA FALLS.

Trains depart from Grand Central Station, 42d street, New York, as below:
North and west bound trains, except those leaving at 8:30 A. M., 2:45, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—MIDNIGHT EXPRESS.
7:50 A. M.—IADIRONDACK & 100 IDS. SPL.
8:30 A. M.—FAST MAIL.—24 hours to Chicago.
9:48 A. M.—FAST MAIL.—24 hours to Chicago.
9:48 A. M.—FAST MAIL.—24 hours to Chicago.
9:48 A. M.—FAST MAIL.—24 hours to Chicago.
10:20 A. M.—EXPOSITION LIMITED.
1:50 P. M.—SOUTHWESTERN LIMITED.
1:50 P. M.—SOUTHWESTERN LIMITED.
1:50 P. M.—SARATOGA LIMITED.
2:45 P. M.—The 20th CENTURY LIMITED.
2:45 P. M.—SARATOGA LIMITED.
2:46 P. M.—SARATOGA LIMITED.
3:30 P. M.—IABANY AND TROY FLYER.
4:00 P. M.—DETROIT and CHICAGO SPECIAL.
8:30 P. M.—LAKE SHORE LIMITED.—23:4 hour train to Chicago. All Pullman cars.
6:00 P. M.—WESTERN EXPRESS.
7:00 P. M.—MONTREAL EXPRESS.
7:00 P. M.—MONTREAL EXPRESS.
7:00 P. M.—SOUTHWESTERN SPECIAL.
9:30 P. M.—ADIRONDACK & MONTREAL EXP.
8:00 P. M.—WESTERN SPECIAL.
9:30 P. M.—PACIFIC EXPRESS.
11:20 P. M.—PCHICAGO & ST. LOUIS EXPRESS.
11:20 P. M.—PCHICAGO & ST. LO

WEST SHORE R. R. (New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin st. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.

*9:40 A. M.—Catskill and St. Louis Limited.

*12:46 P. M.—Rip Van Winkle Flyer.

*1:00 P. M.—Cont. Lim. for Detroit, Chi. & St. Louis.

*2:25 P. M.—Ulster Express.

*6:15 P. M.—For Roch., Buffalo, Clevel'd & Chicago

†8:00 P. M.—For Roch., Buffalo, Detroit & St. Louis.

*9:45 P. M.—For Syra, Roch., Nia, Falls, Det. & Ohi.

*Dally. †Dally, except Sunday. Baggage checked

from hotel or residence by Westcott Express.

A. H. SMITH,

Gen'l Manager.

Gen'l Pass'r Agent.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that gives below for Twenty-third Street Station.

FOR THE WEST. FOR THE WEST.

CHICAGO SPECIAL.

10:25 A. M.

THE PENNSYLVANIA LIMITED.

THE PENNSYLVANIA LIMITED.

CHICAGO AND ST. LOUIS EXPRESS.

CHICAGO AND ST. LOUIS EXPRESS.

S:55 P. M.

WESTERN EXPRESS.

S:55 P. M.

CLEVELAND & CINCIN NATI EX.

PITTSBURG SPECIAL.

WASHINGTON AND THE SOUTH. 7.55, 8:25, 9:25, 9:55, 10:55 A. M., 12:25, 12:55, 2:10 (*8:25 "Congressional Limited"), 3:25, 4:25, 4:25, 6:25 P. M., 12:10 night. Sunday, 8:25, 9:25, 10:35 A. M., 12:25, 12:35 (*8:25 "Congressional Limited,") 8:25, 4:25, 4:25, 9:25 P. M., 12:10 night. SOUTHERN RAILWAY—8:25, 4:25 P. M., 12:10 A. M., ATLANTIC COAST LINE-9:25 A. M. and 9:25 P. M. daily. SEABOARD AIR LINE—12:25 P. M. and 12:10 A. M. daily. NORFOLK AND WESTERN RAILWAY.—8:25 P. M. CHESAPEAKE & OHIO RAILWAY .- 755 A. M. CHESAPPARE & OHIO RAILWAY.—755 A. M. week-days, 455 P. M. daily, FOR OLD POINT COMFORT and NORFOLE, —7:55 A. M. week-days, 8:25 P. M. daily, ATLANTIC CITY.—9:55 A. M. and 2:55 P. M. week-days. Sundays, 7:55 A. M. CAPE MAY.—12:55 P. M. week-days. LONG BRANCH, ASBURY PARK (North Asbury Park Sundays), and Point Pleasant, 7:40, 8:55 A. M., 12:25, 12:55 (Saturdays only, except Long Branch), 1:25 (Saturdays only), except Long Branch), 1:25 (Saturdays only), 2:25, 2:25, 8:25, 4:25 (except Long Branch), 4:55 and 6:55 P. M. week-days. Sundays, 8:25, 9:25 A. M., and 4:55 P. M. From Desbrosses and Cortlandt Streets only, 3:30 A. M.

only, 3:30 A. M. FOR PHILADELPHIA.

6:05, 7:25, "7:55, 8:25, 8:25, "9:25, "10:55, "9:25, "7:10:25, "10:55, 11:55 A. M., 12:25, "12:56, "1:55, 2:10, 2:55, "3:25, 8:55, 4:25, 4:55, 6:4:55 for North Philadelphia only) "5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only) P. M., 12:10 night week-days. Sundays, 6:05, 7:55, 8:25, "9:25, "10:25, 10:56 A. M., 12:26, "12:55, "1:55, "3:25, 3:25, "10:25, 10:56, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 9:25, 9:25 (9:55 for North Philadelphia only), "4:55, 5:55, 6:55, 9:25, 9:25 (9:55 for North Philadelphia only), "4:55, 9:25,

182 Fifth Avenue (below 23d St.); 283 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above: Brooklyn, 4 Court Street, 860 Fulton Street, 890 Broadway, and Pennsylvania Annez Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. dephone "MS Chelses of Passis III Cab Service.

W. ATTERBURY.
General Manager. Pass'r Tramo Manager.
GEO. W. BOYD.
General Passenger Agent.

READING SYSTEM

NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below.)

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK.—24.00 (7:15 Easton only)

9:10 A. M., 1:20, 4:40, 5:30 P. M.

Sundays 24:25 A. M., 1:00, 5:30 P. M.

WILKESBARRE AND SCRANTON.—24:00, 9:10

A. M., 5:00 P. M. Sundays, 24:26 A. M., 1:00 P. M.

LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:00, 9:40 A. M., 21:30

(3:40, Lakewood and Lakehurst only), 4:20 P. M.

M. SUNDAYS, 9:40 A. M.

ATLANTIC CITY—9:40 A. M., 13:40 P. M.

VINELAND AND BRIDGETON—124:00 A. M., 21:30 P. M.

LONG BRANCH, ASBURY PARK, OCEAN

GROVE POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:20 A. M., 21:20, 21:45, 3:20, 3:53 (except Long Branch, 4:45), 4:58, 6:30, 6:20, 11:50 P. M. Sundays, except Ocean

Grove, 9:15 A. M., 1:20, 4:00, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL) —

**125, 17:00, 18:00, 9:00, 10:00, 11:00 A. M., 11:200, 11:00, 51:30, 12:00, 13:00, *4:00, 15:00, 16:00, 77:20, 19:00, 51:30, 12:00, 13:00, *4:00, 15:00, 77:00, 19:25 P. M., *12:15 mdt.

BALTHORDEE & WASHINGTON—8:00, 10:00, 12:00 Liberty Street and South Ferry (Time from P. M., *12:15 mdt. BALTIMORE & WASHINGTON—8:00, 10:00, 12:00

P. M., *12:15 md.

BALTIMORE & WASHINGTON-8:00, 10:00, 12:00
2:00, 4:00, 6:00, 7:00, 12:15.

READING. HARRISBURG. POTTSVILLE.

AND WILLIAMSPORT-18:00, 24:25, 18:00, 179:10, (10:00, 11:00 A. M., Reading only), 18:100, 171:20, 12:00 P. M., Reading. Pottsville and Harrisburg only, 14:00, 15:00 P. M.

SANDY HOOK ROUTE-Fr. ft. of Rector St., Pr. 8, Atlantic Hids., Seabright, Monmouth Bch. and Long Branch, Asbury Park, Pt. Pleasant 9:00, 10:00, 11:00 A. M., 1:00, 2:00, 8:40, 4:30, 5:30 (8:00 to Asbury Park) P. M. Sundays, 10:00 A. M., 1:00, 4:00, 5:00 P. M.

EFrom Liberty Street only. *Daily. †Daily except Sunday. (Sunday only. †Parior cars only. 18/14 Tranaqua. Xsaturdays. aExcept Saturdays. Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 261, 484, 1800, 1354 Broadway, 182 Fifth Av. 25 Union Square West, 153 East 125th St., 272 West 125th St., 245 Columbus Av., New York: 4 Court St., 844, 800 Fulton St., B'klym: 800 B'way, W'msburg. New York Transfer Co. calls for and checks baggage to destination.

W. G. BESLER.
Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt.

BALTIMORE AND OHIO RAILROAD ROYAL BLUE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR."

To BALTIMORE and WASHINGTON Leave South Ferry 5 minutes earlier.

Lv. Liberty street, 8:00 am. Except Sun. Buffet

10:00 am. Daily. Diner

12:00 noon. Daily. Diner

2:00 pm. Daily. Diner

6:00 pm. Daily. All Pullman

6:00 pm. Daily. Diner

12:15 night. Daily. Buffet

12:15 night. Daily. Sleepers SPLENDID TRAIN SERVICE. THROUGH TRAINS TO THE WEST. THROUGH TRAINS TO THE WEST.

Lv. New York City, South Ferry, Liberty St. Daily.
Chicago, Pittsburg. 12:10 nt. 12:15 nt. Sleeper
Pittsburg. Cleveland. 3:55 pm. 2:00 pm. Diner
Pittsburg. Limited". 6:35 pm. 7:00 pm. Suffet.
Cincinnati, St. Louis. 9:55 am. 10:00 am.
Cincinnati, St. Louis. 9:55 am. 10:00 am.
Cincinnati, St. Louis. 5:55 pm. 6:00 pm. Diner
Offices: 167. 261. 434. 1300 Broadway. 6 Astor
House, 108 Greenwich St., 23 Union Square W., 301
Grand St., N. Y.: 343 Fulton Street, Brooklyn; South
Perry and Liberty Street.

LEHIGH VALLEY. Foot of West 23d A. Cortlandt and Desbrosses Sts. B. Daily. † Except Sunday. Sunday changes: a7.2. d1.15. e7.43. n5.25. x5.45

| Mauch Chunk Local | Lv.N.Y. A Lv.N.Y. Buffalo Kxpress | 46.40 Am | 46.50 Am | 47.50 Am | 47.50 Am | 48.50 Am